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ON SALE

HONGKONG HANSAID REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session, 1915.

REVISED BY THE MEMBERS.

PRICE \$5

DAILY PRESS OFFICE.

FORTHCOMING EVENTS.

TO-NIGHT

9.15 p.m.—"The Scamps" at the Theatre
Royal.

Tuesday, 26th Sept.—
Noon—Douglas Steamship Co., Ltd., Meet-
ing of Shareholders.

GERMAN CAPTIVES IN JAPAN.

The prisoner of war is an anomaly, an incomprehensible thing, to the Japanese. By their creed of martial valour and knightly ways he is a man who should be dead, who should wish to be dead rather than live facing the light of day, the eyes of comrades, and other men. That such a one lives proves that he has broken faith with himself and all the world. Elder officers and civilians alike deplore the fact that, for a second time, young Japanese soldiers see prisoners of war, not wounded or crippled, and unashamed, brought to be guarded and kept in Japan—their training and traditions, all Japanese instincts in such matters, being far different from those of Europe.

A few prisoners taken in outpost engagements around Tsingtao were brought to Japan in October, 1914. The balance arrived in November, soon after the surrender, and were distributed at 12 division headquarters in the provinces. The 4,600 German prisoners from Tsingtao are detained in groups at different places.

The literal application of the food regulations might work a hardship on Europeans in Japan, and the Government has been very liberal in supplying supplies of foreign food for the prisoners. The first prisoners brought over from early capture engagements said sadly: "They treat us very well. But, oh! they give us so much tea." Equally they failed to appreciate the mild tobacco sold by the Japanese Government Tobacco Monopoly. They wanted something black and strong, and were allowed to import cigars at their own expense, without duty. When individual prisoners ordered cigars by the hundred boxes, the Custom authorities protested, with effect.

The arrival of 4,600 prisoners from Tsingtao did not stir or thrill the country-side nor whip the nation's imagination as did the arrival of the first groups and the tens of thousands of Russian prisoners in 1904-5. The prisoners have not come in such numbers this time, and they are meek and philosophical. A peaceful-looking lot, glad to reach the quiet and comfort of ordered restful existence in clean Japan after three months of noisy Tsingtao. They are all educated, and no such burden of ignorance disgraces Japanese soil as in 1904, when the scandalised officials made those Russians who could read and write turn to and teach the benighted thousands of the rank and file. These German prisoners, greedily extol themselves of the obligatory lesson in the Japanese language one hour a week, and even engage further instruction. Many have made progress in the language already that the end of the war will find them better equipped than ever to push German commercial interests in the Far East. Prisoners may send and receive letters and money orders free of charge, and gifts of every kind may be received after due inspection; visitors were very freely permitted at first, and many officers' wives were allowed to rent houses and live in the same town as the prisoners. The abuse of this last privilege led to its curtailment. Some families, without applying or waiting for the War Office permission, arrived pell-mell with children, dogs, and Chinese servants, and provincial towns were treated to such scenes and sounds as the occasional missionary family had never afforded. Not the theatre nor the moving pictures had prepared the provincials for the frantic demonstrations of affection, the rapturous greetings of the loud-voiced prisoners and their voluble friends. The doings and the going on of these ill-fated households were a nine days' wonder, and a few had been raised in otherwise quiet corners of provincial Japan.

Generous treatment of prisoners. In Japan, German residents who behaved themselves, went on living in their houses exactly as well treated, as safe and unharmed, as before the war. No one was mobbed or molested, not a stone thrown, nor a sign down, and German professors and teachers and pastors continued their work as usual. One professor in the Imperial University, responding to the summons for reservists, left for Germany on August 1st. He assigned his salary to his wife, and the Japanese Government continued to pay it to her in Tokyo for all of the year's leave of absence requested. Another university professor answering the summons repaired to Tsingtao, and in due time was brought back to Japan as prisoner of war. He at once asked leave to return to his classes, and was amazed at a refusal. The manager of the Deutsche Bank at Yokohama, asked that his head book-keeper be permitted to come back from detention on parole, and was puzzled that the request was not granted.

At Christmas in 1914, a Japanese who had lived in Germany, suggested a gift of Christmas trees to the German prisoners. The Japanese Y.M.C.A. undertook the work of finding 50 perfect little *tanenbaum* in the Benda region, whose foresters, wood-cutters, and university professors worked hard to fell and drag the trees to the railway, which transported them free. The Y.M.C.A. also sent thousands of candles, and sheets of Christmas note paper, and the American Bible Society gave a German New Testament to each German prisoner. The same festival was observed in 1915.

The Kaiser's birthday was celebrated each January as a holiday, with feasts, speeches, and songs; and at Fukuoka the captive Governor and his staff made it a very ceremonious affair. Can anyone imagine British and Belgian prisoners in Germany being allowed to celebrate their sovereign's birthdays in any such fashion? Were their families allowed to join them?—Japanese Supplement of *The Times*.

In the bloodiest actions of the present war the loss of the British forces engaged did not exceed 12 per cent. killed and wounded of the whole engaged. Even at Neuve Chapelle the losses spread over several days did not exceed 10 per cent. In the recent advance it could not have been more than 12 per cent. At Waterloo we lost 42 per cent. At Balaclava 70 per cent.; at Albuera, 60 per cent.; and in many almost forgotten actions it ran from 10 to 50 per cent. of the force engaged.

FAR EASTERN MEN AND THE WAR.

Lieut. A. V. Davies, who was recently reported killed, has been wounded and is a prisoner in Bavaria.

Mr. R. Llewellyn Jones, of the China Mutual Life Insurance Co., who was given a commission in the 15th King's Royal Rifle Corps, has been awarded the Military Cross.

Captain Ray Dallas, of the Northumbrian Fusiliers, has been awarded the Military Cross. This is the first instance, we believe, (says the *N.C. Daily News*) of a Shanghai boy gaining this distinction.

Captain Harry W. Carritt, Northamptonshire Regiment, killed in action, was the only son of the Rev. T. A. Carritt, of Portsmouth, and had won the Military Cross. He went to France in April of last year, and has been continuously in the firing line since. Captain Carritt was 29 years of age, and had been engaged in missionary work in China for five years. He had hoped to return to that sphere after the war.

Lieutenant Thomas Malcolm MacQueen, last Lancashire Regiment, who fell on July 16th, aged 29, was the second son of Dr. and Mrs. T. MacQueen, of Bolton House, Eastbourne. He was educated at Eastbourne College. He went to China in the service of the Yangtze Insurance Association early in 1912, and left Shanghai to enter the army in December, 1914. He obtained his commission in February, 1915, on the recommendation of the British Representative in China, and had been at the front since last July.

Lieutenant George Guy Finlay, Royal Irish Regiment, killed on July 14th, was the second and only surviving son of Colonel Henry T. Finlay, D.L., of Corkagh, County Dublin, and was 29 years of age. He was an assistant on Vallambrosa estate, Selangor, and volunteered for the Malay States at the outbreak of the war, and obtained his commission in January, 1915. In May of the same year he joined his regiment at the front, and served with it until his death. His younger brother was killed in action at Aubers Ridge on May 9th, 1915.

Captain Walter Joel Ralphs, R.F.A., killed on July 16th, went home on the outbreak of hostilities from the Far East, where he had been for several years on the staff of the Chartered Bank, and stationed mainly in Shanghai. A fine athlete and all round sportsman he became famous in the East when a lieutenant in the Imperial Light Horse as a rider and polo player, and commanded a squadron of Light Horse in the second Chinese revolution. Captain Ralphs had seen a year's active service in France as forward observing officer to a battery. He was gazetted second lieutenant to the Royal Field Artillery on December 30th, 1914, promoted lieutenant on March 25th, 1915, and a few days before being killed was promoted captain for service in the field. He was the younger son of Mr. and Mrs. Joel Ralphs, of Blenheim Place, Duford.

Major Percy Anthony, Welsh Regiment, who has been killed in action, was a son of Mr. Charles Anthony, late proprietor and editor of *Hereford Times*. Major Anthony volunteered in the Malay States in October, 1914, and, being accepted, resigned his appointment at Batu Gajah and was gazetted temporary captain in the Welsh Regiment. He served as a lieutenant in the contingent of Herefordshire Volunteers attached to the 2nd Sherwoodshire Regiment during the South African War, and had the Queen's medal with five clasps. An all-round athlete, in South Africa he was captain of the Wanderers' Cricket Club, and played three-quarter for the Transvaal. He was in the Dulwich College cricket eleven and football fifteen. He headed the Herefordshire averages for more than one season, and was invited to qualify for Surrey and Worcestershire, invitations he could not accept owing to his engagements abroad.

Lieutenant W. J. Ralphs, who was in the service of the Chartered Bank of India, Australia and China, is reported to have been killed in the recent fighting in France. He was well-known in Shanghai in many spheres of activity, but first and foremost as a volunteer and one of the keenest and most enthusiastic members of the Shanghai Light Horse has ever known. He rapidly rose through the ranks and received a commission in 1912, taking command of the unit soon afterwards. Lieutenant Ralphs was a well-known figure at paper hunts, of which he was several times heavyweight winner, and he also met with success as a jockey in the Kiangnan Gymkhana Meetings. At the outbreak of war, he was stationed at Hankow. He sailed for England in the autumn of 1914. He at once obtained a commission as 2nd Lieutenant in the Artillery and later received his second star. At the time of his death, he was taking refuge in a dug-out, when his shelter was struck by a shell. It is characteristic of the man that, although mortally wounded, some of his last words were for the care of the horses, to which he was all his life so devoted.

CHINA'S CABINET.

NAMES SUBMITTED TO PARLIAMENT.

President Li Yuan-hung forwarded to the House of Representatives on the 29th ult. the names of the Cabinet Ministers for their approval. The list is as follows:—

Premier and Minister of War, Tuan Chi-jui.
Minister of Foreign Affairs, Tang Shao-yi.
Minister of the Navy, Chen Pih-kuan.
Minister of Justice, Chang Yao-tseng.
Minister of Education, Fan Yuan-hien.
Minister of Communications, Hsu Shih-ying.
Minister of Commerce, Ku Chung-hu.
Minister of the Interior, Sun Hung-yi.
Minister of Finance, Chen Chin-tao.

CENSORED MAILS.

AMERICAN LETTERS ON "EMPRESS OF RUSSIA."

STRONG PROTESTS TO U.S. GOVERNMENT.

Considerable indignation was felt by the entire American community at Shanghai yesterday (says the *N.C. Daily News* of August 29th), when it became generally known that fully four-fifths of the American mail received by the *Empress of Russia* had been censored by British authorities. The indignation apparently arises, not so much from the mere fact that American mail was censored, but from the manner of the doing. On Monday night the American Postmaster sent a long telegraphed protest to the Postmaster-General at Washington, as did the Consul-General, Mr. Sammons, to the Department of State, and yesterday the American Chamber of Commerce of China sent a strongly worded protest which will go to Washington, through the American Minister at Peking as well as another protest to the Chamber representative at New York who will forward it to the parent organization, the United States Chamber of Commerce at Washington.

Several of the larger American firms here were so incensed over the manner in which their correspondence was delivered to them that they telegraphed to their head offices at Home and to correspondents instructing that hereafter all mail for China should be so addressed that the postal authorities will not despatch it by a British vessel in future.

A shoal of protests. It is estimated that four-fifths of the letter mail was opened and resealed with a gummed slip bearing the word "Censored," but with no indication as to where the censoring was done or who did it. Not only was ordinary letter mail opened, but registered mail was also examined. Instances are cited where parts of enclosures of letters are missing entirely, the missing parts of the correspondence referring to commercial matters only such, for example, as an estimate for a certain engineering work for which the recipient here has been waiting for some time, the letter referring to the enclosed data, and with a pin attached showing that the enclosure was originally inserted. Possibly the censor, in the hurry of his work, enclosed the missing correspondence in a letter for another firm, which has happened before, to the loss of one firm and the gain of another which received and acted upon information to which it was not entitled.

When a representative of the *North China Daily News* yesterday called on the American Postmaster, Mr. Darrah would give no information whatever beyond stating that he had reported the whole matter to Washington and that he had nothing to say, as the affair is in the hands of the Post Office Department. The American mail received by the *Empress of Russia* comprised 144 sacks.

Besides mail addressed to Americans censored, mail for British firms in Shanghai was examined as well. It was stated that official mail from the department at Washington was opened, so that the censor showed no discrimination. The American post-office yesterday was swamped with protests, each protester writing a complaint as though he were the only one whose mail had been tampered with, and it is interesting to note that among the earliest and most vigorous protests were received from British firms who apparently thought that the censoring was done by the American authorities. One firm asked "When, where and who censored this letter, and by what authority?"

WHERE WAS IT DONE? It is not known where the censoring was done, but the general opinion seems to be that it was done on the *Empress of Russia* at sea. This, however, seems improbable, as those who visited the ship and talked with the purser and other officers say that no mention was made of censoring. A more probable explanation is that the work was done on the small steamer between Seattle and Victoria at which port the *Empress* took on her mail. The mail left Seattle at nine o'clock in the morning and arrived at Victoria at two in the afternoon, and in the interval of five hours a large staff of censors could have done the work. The steamers running from Seattle to Victoria are British. It is known that for some time the Canadian authorities have been censoring all mail between the United States and Canada and vice versa, and it would not be surprising were censors at work on the ships between Seattle and Victoria. The *Empress of Russia* sailed from Victoria on the evening of August 10th. The mail arriving by the *Monteagle* sailing from the same port on August 2nd was not molested.

SHIPPING NOTES.

RISE IN SUEZ CANAL DUES.

A further rise of 50 centimes (5d.) per ton in the Suez Canal dues is announced to take effect as from the 5th October, bringing the rate for Indian ships to 71.25c. (6s.) per ton, and for ships in ballast to 41.75c. (3s. 11d.) per ton. The dues were raised as from the 1st April last, by 50 centimes, and the possibility of the present increase was mentioned at the annual meeting of the company, held recently in Paris. It was then pointed out that, in consequence of the war, the transit receipts last year declined by nearly 24 per cent. and the total receipts by nearly 27,000,000f. (£1,080,000). In the years immediately preceding the war there was a steady reduction of the dues, and the increase now announced will raise the rates to the level of 1911.

GERMANY'S NEW LOAN.

Germany has launched a new war loan of 2500,000,000, which will bring up her total to 42,500,000,000. To fill the last loan, which was a financial fiasco, the German Government appropriated the whole of the deposits in the people's saving banks.

TRADE IN SOUTHERN PORTS FOR 1915.

SWATOW.

The report of the Chinese Maritime Customs for 1915 shows that the commercial activity of Swatow was well maintained, merchants, with the exception of the dealers in bean-cake, buying on a rising market. With regard to opium, the price of Hk. Tls. 7,600 which prevailed in January increased steadily to Hk. Tls. 14,090 in December. The net value of the trade of the port for 1915 was Hk. Tls. 59,927,308, representing an increase of 34 million taels over 1914. Owing to the enormous rise in the price of opium, the capital required to finance the business was considerable, and this was affected other branches of trade. Nevertheless, if opium is eliminated, the port's commerce can be described as wholesome.

There was a decrease of foreign imports of five million taels. Exports of Chinese goods at 161 million taels represented an increase of 34 million, and imports of Chinese goods an increase of 46 million, the exact figure being Hk. Tls. 38,883,120. The disappearance of foreign flour caused a corresponding increase in Shanghai mill flour to 277,341 piculs, while marked increases were noted in beans; ground nuts, bean and other oils, and leaf tobacco.

LAPPA.

The total value of the trade of Lappa was Hk. Tls. 17,666,563, an increase of Hk. Tls. 880,764 over 1914, but less by Hk. Tls. 421,910 than 1913, which may be considered a good average year. The importation of foreign goods showed a slight increase at Hk. Tls. 11,740,615, but the Customs' Revenue at Hk. Tls. 159,992 showed a decrease of Hk. Tls. 30,000 from the previous year's total, making the lowest recorded since the establishment of the office in 1887. The importation of certificated Indian opium through the Lappa stations was only nine chests, and owing to the additional tax and the formation of a syndicate in Canton, it is probable that little opium will find its way into China by that channel.

The export of Chinese goods increased by 20 per cent., aggregating Hk. Tls. 2,360,860, mats taking first place with Hk. Tls. 900,000. There were no imports of Chinese goods. The oyster beds, owing to the ingress of flood water, suffered damage resulting in a decrease of 600 piculs in the total of dried oysters exported.

KONGMOON.

Kongmoon trade only totalled Hk. Tls. 2,682,516, or Hk. Tls. 2,205,553 less than the aggregate for 1914, while revenue collection suffered to the extent of Hk. Tls. 25,101, representing a little over half of the collection of the preceding year. Imports of foreign goods totalled Hk. Tls. 3,579,314, a decrease of Hk. Tls. 347,463, of which the principal item was opium, which fell from Hk. Tls. 1,348,293 to Hk. Tls. 109,238. Chinese goods exported were valued at Hk. Tls. 1,103,202, the destructive floods causing a falling off in prepared tobacco, leaf, and fruits. There was only a slight decrease in the importation of Chinese goods at Hk. Tls. 1,691,413.

VOLUNTEER RESERVES.

ORDERED BY MAJOR WAKEMAN, O.C. H.E.V.R.

NOTICE.
All Officers and Sergeants of the Corps will parade at Major Wakeman's Office in the Courts of Justice, at 5.30 p.m., on 7th Sept., 1916.

G. H. WAKEMAN, Major,
Commanding, H.K.V.R.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION.
Tuesday, Sept. 5th, and Thursday, Sept. 7th.—Whole of No. 4 Company under Chief Inspector Mason and C.S. Major, 5.45 p.m.
Thursday, Sept. 7th.—Certain men detailed from No. 2 Platoon, as per previous Orders, 5.45 p.m.

NO. 2 COMPANY.
Wednesday, Sept. 6th.—All ranks, excepting medical exemptions, will fall in under the O.C. Company at Central Police Station at 9 p.m. Uniform, caps with covers, and rifles. Members of the Police Reserve Band attached to Sections will parade with their Sections. The remainder of the Band, except drummers, will parade without their instruments. The Drums will attend.

BAND PRACTICE.
Friday, Sept. 8th, at 6 p.m.
LECTURE CANCELLATION.
The Lecture on Discipline and Routine, fixed for Thursday, Sept. 7th, is adjourned pending the issue to all ranks of the Police Reserve Standing Orders, now in the course of printing.

F. C. JENKIN,
D.S.P. (R).

DIRECT SHIPMENTS OF SIAMESE RICE FOR CUBA.

During the last six months of the Siamese fiscal year ended March 31st, 1916, 9,070,525 lb. of "Siam Garden," otherwise known as No. 1 white rice, valued at \$143,571 gold, were, states the American Vice-Consul in Bangkok, Mr. Carl C. Hansen, shipped from the port of Bangkok for Cuba. Siam Garden rice now forms the larger proportion of the rice exported from this country and is the best quality produced in Siam; but it is said, however, that occasionally it is mixed with a cheaper and poorer quality, called "Na Muang," the grains of which are short and cracked, and easily broken during the milling process. The Siam Garden rice derives its name from the fact that it was originally grown in the ditches of vegetable gardens, but its cultivation is now carried on on vast tracts of land. The amount of Siam rice shipped to the United States for the above period was 537,000 lb., valued at \$17,702 gold.

RAIN REFLECTIONS.

Now that it has been established beyond doubt that a tiger is roaming about the island, with a partiality for the Wanai Bay end of Barker Road and the middle which are to be found in that area, the doubting Thomases will, perhaps, cease to sneer. Very few gave credence to the Indian constable's statement that he had seen a tiger, and when police came and serious residents of the island spoke of having heard growls that were looked upon with sympathy by the victims of their own heated imaginations. Exactly why probably nobody could tell. A good-sized tiger was shot last year in the Fan Ling district, only a few miles away, and, as everyone knows, to such an animal the straits of water which divides the mainland from the island would present no insuperable barrier. Tigers frequently cross from the Malay Peninsula to the island of Singapore by the Straits of Johore. Now that a tiger has been seen in the full light of day on two different occasions by Europeans the sceptics will have to abandon their superior attitude.

The tiger's visit has been the cause of more than one disturbed night. I am told. People have seen "eyes" and "stripes" on the way home in the fading light of evening, and it has left their minds in a very disturbed state. One man had a fearful experience. He had just reached the spot where the tiger was last seen when he was startled by a hand, as he thought, being laid heavily on his shoulder. Turning round sharply, he was horrified to find himself face to face with the tiger, which had reared on its hind legs and placed a paw on his shoulder. Terrified, the man bolted, but the tiger soon caught him, rolled him over, and sitting down heavily upon his chest, began to sharpen its teeth and claws. This was more than human nature could stand, and, pulling himself together, the man, with a superhuman effort, wrenched himself free and rolled with ever-increasing speed down the hillside until—crash! He has a large bruise now where his head struck the bedroom floor.

Someone who resides in the vicinity of Wanchai Gap has written asking advice as to the best methods to be adopted when unarmed and faced with a tiger. A local sportsman makes the following suggestions:—

Look straight into the tiger's eyes—and hope for the best.

Appear pleased to meet him; the feeling may be reciprocated.

Whatever you do, don't squeal like a stuck pig; it may lead to a case of mistaken identity.

Say you have recently come from Macao; the tiger may have heard something of *febrile enteritis*.

A correspondent, who follows the proceedings at the Hongkong Police Court with close interest, says that he has read in each of the local papers the report of the case in which a Chinese boy, of tender years, was charged with the horrible crime of hawking—without a licence. The widowed mother stated that there was only the boy to support her, and it was in obedience to her commands that he went out hawking. "One would have thought," observes my correspondent, "that the Magistrate would have known where to fix the blame after this statement. Yet because the boy did as his widowed mother directed him he was ordered to receive eight strokes with the birch." The decision given in this case by Mr. Wood has puzzled a number of people, who look upon it as an example of the sins of the mother being visited upon the child. Perhaps the boy had a bad record, of which the Magistrate had been privately informed by the Inspector in charge of the case, but on this occasion he appears to have been guilty only of filial obedience. A little of the kindness sometimes shown to brutal guardians of little children and to fractious full-grown coolies would not have been misplaced in this case.

Owing to the fact that the approach to the platform at Barker Road station is hidden from the view of the conductors of the down cars on the Peak Tramway it is not infrequently happens that intending passengers find themselves left behind. And it is a rather inconvenient and irritating, especially when the service only runs every quarter of an hour, could it not be as well if instructions were issued for all down cars to stop at this station? The delay would not be very serious.

Although permission had been given for the steamship service to Macao to be resumed, there was, apparently, "some hitch" in the arrangements on Sunday morning for the *Tai Shan* did not leave her moorings until about forty minutes after the scheduled hour. This delay was the more unfortunate in view of the fact that the ship had to return an hour earlier than formerly in order to comply with the Port Regulations. When a police-officer who came on board to examine passports was asked by a local J.P. the reason for the late departure the only reply he vouchsafed was: "You can consider yourself damned lucky to be going at all." One does not, of course, ask that every policeman should have the manners of a Chesterfield, but one is entitled to expect civility. After all, the public pay his salary, even though in this Colony they do not possess any control over him. Rudeness such as that to which my attention has been drawn would not be attempted in England for the very good reason that it would not be tolerated.

RODERICK RANDOLPH.

HONGKONG MAGISTRACY.
HIS MASTER'S PURSE.

A Chinese "boy" employed by the headmaster of the Anglo-Indian School, Causeway Bay, was sentenced to two months' hard labour for stealing a notebook belonging to his master, and which contained \$500 odd in notes.

POLICE RESERVE CASE.

Inspector Taylor, of the Special Police Reserve, saw a Chinese steal some clothes from a line in Second Street. The Inspector gave chase, caught him, and brought him before Mr. Hazland, who sentenced the thief to two months' hard labour and four hours' stocks.

AMMUNITION IN TEAPOT AND BOOTS.

Detective Sergeant Clark charged a Chinese with being in possession of 100 rounds of ammunition. It appeared that the defendant was a passenger on the *Empress of Russia*, and the ammunition was found concealed in a teapot and a pair of boots, fifty rounds being in the teapot and twenty-five in each boot.

Defendant pleaded guilty, and after Mr. Faithfull (who defended) had addressed his worship a fine of \$100 was imposed.

MANUEL SEQUERIA.

The gentleman named above made another appearance in Court on a charge of begging. Inspector Terrett arrested Manuel, who had the audacity to beg from the Inspector when the latter was in uniform. The man, said the Inspector, was a great nuisance, going round the various European offices begging, and he would not take a refusal, but waited until he raised some money. Witness said him on Saturday "doing his rounds," and warned the man. Ten minutes after the Sequeria accused the Inspector and begged some money. He also tried to beg from the manager of a tobacco store. The beggar was fined \$5, with the alternative of seven days' imprisonment.

"GOLD" BANGLES.

A Chinese went to a pawn shop in Kowloon Old City and raised \$10 on a "gold" bangle. After he had left, the shrewd gentleman behind the counter found that the "gold" bangle was solid brass. No doubt emboldened by his success the possessor of bangles again visited the pawn shop and wanted \$12 on another "gold" bangle. He was delayed in conversation and eventually a constable arrived at the shop. The man was charged with obtaining the \$10 by false pretences, and also with attempt in connection with the \$12 before Mr. Hazland. Mr. Gardiner appeared to defend and the case was remanded.

RAID ON SUPPOSED OPIUM DIVAN.

A MYSTERIOUS MAN.

At the Hongkong Magistracy yesterday a respectfully attired Chinese was charged with keeping an opium divan at 195, Queen's Road West.

Defendant, who was represented by Mr. Preston, denied the charge. He said that he was a partner in a respectable druggist shop, but occasionally went to the address mentioned to see a friend. On the day the place was raided he paid a visit to his friend. Suddenly, the police rushed in, and he (defendant) was placed under arrest.

During the hearing of the case a mysterious-looking Chinese wandered about the Court, and upon Mr. Hazland enquiring who he was he was informed that the wandering one was an opium informer.

This seemed to impress his worship, who, after hearing Mr. Preston's examination in chief of one of the raiders, said that this man's demeanour in the box was very bad. His worship also expressed the opinion that the fact that the opium informer wandered about the Court during the hearing of the case led him to believe that it was a put-up charge. Defendant would be discharged.

EUROPEAN CHARGED WITH VAGRANCY.

A PECULIAR STORY.

An European who gave the name of John Kenneth Ross was charged at the Hongkong Police Court yesterday, before Mr. Wood, with vagrancy.

Inspector Kent, who prosecuted, said the man came to the Central Police Station on Sunday evening and asked to be taken in charge. The man said he had been employed in the Tai Koo Sugar Refinery up to the end of last month, but he was discharged from there, he had no money and nowhere to live.

Ross' story was to the effect that on August 14th he had some words with his superior at the Sugar Refinery, and obtaining no satisfaction, he sent in his resignation. "I see now," he added, "that was rather a wrong thing to do." I owed a little money, and the people to whom I owed it came down on me, and even came into my office worrying me for it. So, I have no money and nowhere to go. I have not a few things down at the Refinery, but there is now another man in my place.

Mr. Wood said he thought he had better put the man in the house of detention so that he could find work. Defendant—Yes, and find a little money to pay my small debts.

POLICE RESERVE CHARGED WITH BRIBERY.

CASTRO AGAIN REMANDED.

The Police Reserve Constable, R. H. M. Castro, who is charged with bribery, was again brought before Mr. Wood at the Hongkong Magistracy yesterday. It is alleged against Castro that he accepted \$200 on a promise to release a Chinese from Victoria Gaol.

Mr. C. A. S. Russ appeared on behalf of Mr. Gardiner for the prosecution and Mr. Leo d'Almada defended.

Inspector Brazil said that on August 16th at the Central Station, when the defendant was charged with the offence, he replied: "I have nothing to say."

Ng Chak-wing, an interpreter at the Court, produced a translation of the promissory note for \$200 from English into Chinese, which he had made at the request of the defendant. Witness knew nothing of the payment of the money mentioned in the note.

Replying to Mr. d'Almada, this witness said he asked defendant what he wanted the translation for, and defendant said a friend of his wanted to borrow some money from a Chinese who could not read English. The note had not then been signed, but was stamped.

A clerk at the Magistracy spoke to hearing a conversation between the defendant and Mr. Gardiner, which took place outside his office door. He heard Mr. Gardiner say: "I have information to send in a report against you for obtaining \$200 by false pretences from a Shanghai man." Defendant said: "I know I owe it. I borrowed this money from the complainant and I have given a promissory note for it." Mr. Gardiner then said: "If that is so, you had better settle it."

Replying to Mr. d'Almada, witness said Mr. Gardiner also used words to this effect: "If you pay up this money it will be all right."

Sung Tsing-kun, an interpreter of the Shanghai and mandarin dialects, said he had known the complainant for more than ten years, and introduced him to Castro. That was in March, when a Shanghai motor car driver was charged with manslaughter. Defendant was acting as interpreter in the case. During May and June defendant asked witness to lend him some money, but witness had none to lend him. Defendant then asked to be introduced to somebody who could lend him some, and two days later repeated the request. The complainant happened to come up at that time, and Castro asked if witness thought complainant could lend any money, and he advised him to try. About ten days before Castro was arrested and charged came to him and said Castro had accepted the \$200. Witness said only referred to a loan, and complainant said that was the trick by which he had been trapped. Complainant said if he did not get back the money he would put Castro into Court. When witness saw Castro and mentioned this case, Castro said the money was quite safe.

By Mr. d'Almada—Complainant said that when he asked Castro for the money Castro wanted to strike him and was very angry.

The case was adjourned until to-day.

HONGKONG POLICE RESERVE HAUL.

EXTENSIVE BANK NOTE FORGERY.

Through the enterprise of certain members of the Chinese section of the Hongkong Police Reserve, an alleged forger of Kwangsi \$5 notes, on the Chinese Bank at Wuchow, is now under arrest.

The story of the arrest is a most interesting one. Inspectors Wong Kwong Tin and Hsu San discovered that a Chinese had been endeavouring to dispose of a quantity of Kwangsi banknotes, and they also had information to the effect that the notes were forgeries, and a trap was laid for the apprehension of the alleged forger. On Saturday evening the Inspectors went to a shop at 336, Queen's Road West, after having stationed certain constables at various places in the vicinity in case of necessity. They had not been waiting long before the dealer in Kwangsi notes arrived. The Inspectors were in plain clothes, and very soon they talked business with the note seller. As a result of this it was arranged that the Inspectors should purchase 100 of the \$5 Kwangsi notes for \$400 in Hongkong notes, the difference in value being in the exchange.

It was at once discovered that the Kwangsi notes were forgeries and constables were at once called in to arrest the man. He was taken to the Central Police Station by P.-cs. Wright and Tulley (Reserve) and a search here resulted in the discovery of many more of the forged notes.

The alleged forger was brought before Mr. Wood at the Hongkong Magistracy yesterday, and it was alleged against him that he knew the notes were forgeries.

Chief Detective Inspector Morrison applied for a remand for a week to allow of the attendance of a bank official from Wuchow, and the remand was granted.

DREDGING THE GRAND CANAL.

ARRIVAL OF AMERICAN ENGINEERS.

Messrs. M. F. Carey, contractor, E. J. Purcell, general superintendent, and G. B. Watson, engineer, have just arrived in China in connection with the restoration of the Grand Canal linking the Yangtze and Yellow rivers.

Messrs. Carey and Simms, the contractors, have been employed for the big job of reopening the Grand Canal by the American International Corporation. The party are to make their headquarters at Peking prepared to start work so soon as the signal is given.

THE RED CROSS SCHEME.

The Canal running southward from Peking, when dredged, will afford one of the chief means of transportation between North and South. But, more than that, it will drain an immense territory and restore a great tract of cultivable land that is almost annually swept by flood. Mr. C. D. Jamieson, the American Red Cross engineer, who surveyed the territories traversed by the Grand Canal and Hwai River, it will be recalled, reported that with the expenditure of G. \$35,000,000 more than 17,000 square miles could be made immune from floods, and that two crops of grain could be raised in a year over this great district, instead of two crops in five years. Besides insuring cultivated land against floods, he estimated that 1,000,000 acres of fertile swamp land could be reclaimed.

The Chinese Government two years ago authorized the negotiation of an American loan of \$20,000,000 gold for the improvement of the watercourses in the Hwai River district of Shantung Province. This move was brought about by the activities of the American Red Cross Society, which has always led in the relief of the famine districts, and by the independent reports of several Chinese Ministers who had conducted personal investigations and had persuaded the late President Yuan Shih-kai to establish a National Irrigation and Water Conservancy Bureau. After overcoming difficulties the Red Cross finally interested bankers in the project, which seems now to be assuming definite shape.

THE FINANCIAL SIDE.

Although full details of the plan are not at present available (says the *N. C. Daily News*), it is understood that the work will be divided into two sections covered by two separate loans. The southern half of the Canal in the Province of Kiangsu, north of the Yangtze River, will be dealt with as one undertaking, for which a gold loan of \$10,000,000 will be floated; while the district through which the Canal passes in the Province of Shantung will be another venture to be financed by a similar gold loan with an initial bond issue of \$5,000,000.

On the Shantung section the agreement with the Chinese Central Government and with the Shantung Provincial Government authorizes the American International Corporation to make a first issue of bonds for \$2,500,000 gold, the interest upon which is to be seven per cent. per year and the term of the loan 30 years. Redemption of the loan will begin after the fifth year and will be paid in 25 equal instalments.

It is stated that the Government offers as security the lands to be reclaimed and the revenue which the Government will derive from them; also the taxes from other lands which will be improved by the work and which are estimated at more than 80,000 acres, and the taxes and tolls derived from that part of the Grand Canal in south Shantung which will be improved.

THE TIME LIMIT.

The Corporation pledged itself to complete the work within 30 months.

Under the separate, but similar, agreement which covers the improvements on the Kiangsu or southern section, which has not yet been fully surveyed, the American International Corporation is authorized to float a loan for \$30,000,000, the interest upon which will be secured by the tolls and taxes on the Canal, which are now estimated at G. \$300,000 a year.

SEPARATE LOAN FOR CANAL.

The financing of the Canal project seems to be entirely separate from the other loans which China has been endeavouring to secure in America.

INCREASING USE OF MOTOR CARS AT SHANGHAI.

A recent report by the U.S. Consul-General Thomas Sammons, of Shanghai, states that the number of motor cars, trucks, and motor cycles licensed by the International Municipality at Shanghai increased 118 in 1915. The increase by classes were: Private motor cars, 83; public motor cars, 3; trade or demonstration cars, 1; trucks, lorries or vans, 1; motor cycles, 27. The number of motor cars licensed by the International Municipality is increasing from year to year. The number of passenger automobiles licensed in the International settlement had reached 550 by April 1st, 1916. In addition, licenses have been issued in the French concession covering 148 passenger cars, making a total of 707 such automobiles licensed at Shanghai. The numbers appearing on machines here, however, are in advance of licenses issued, inasmuch as the French concession is given the use of many numbers which have not yet been taken up.

The demand for motor cars after the war is expected to be normal.

The introduction of a limited number of electric automobiles into Shanghai has created much interest among wealthy Chinese, who are desirous of purchasing cars of this type. The first electric car brought to Shanghai did not prove satisfactory, because of the inadequacy of the local electric power facilities, but in the meantime this has been remedied, and the cars now arriving are operated satisfactorily.

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THE "I. Z."

"RISELEY"

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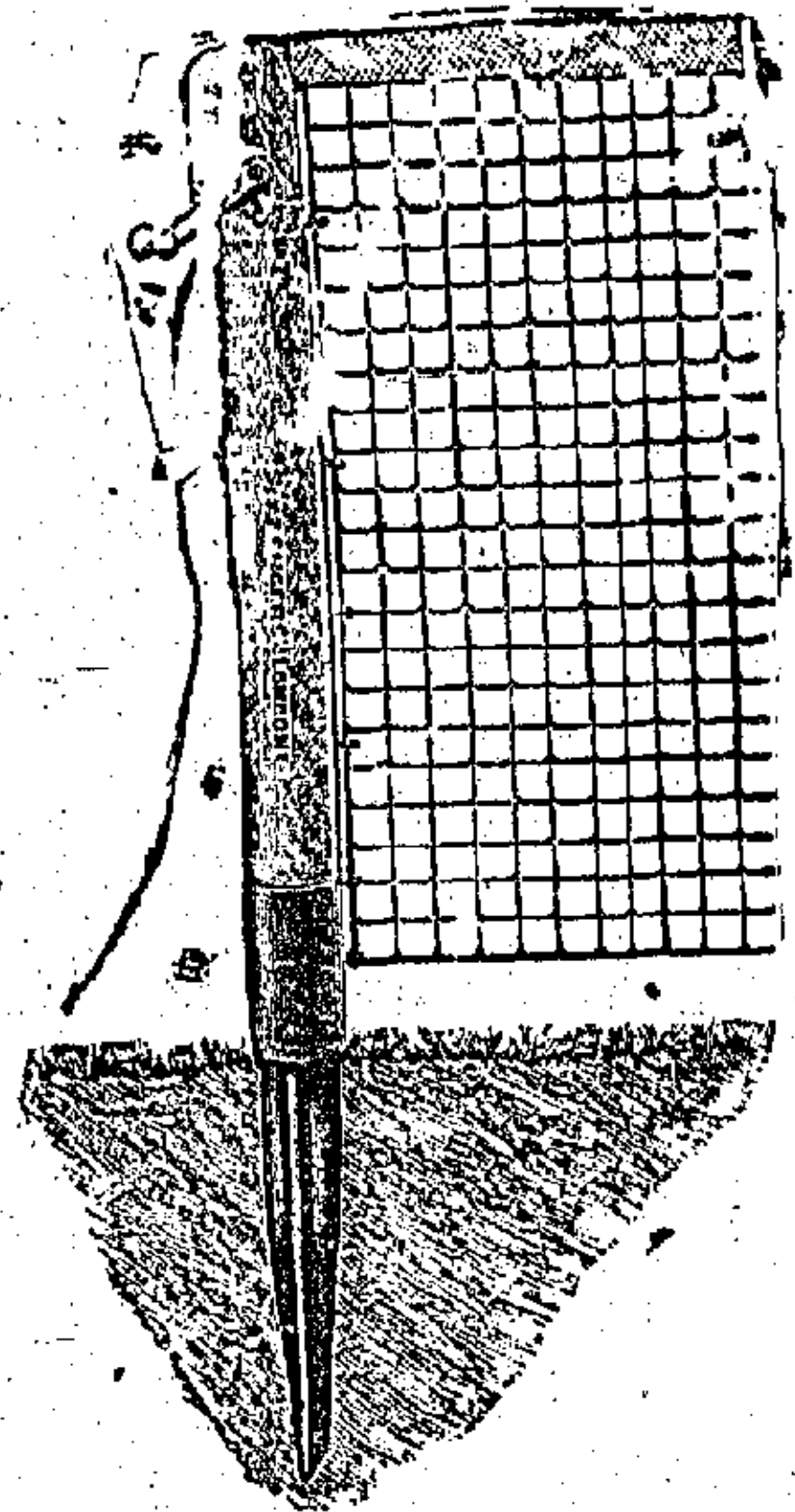
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"TOURNAMENT"

DEMON."

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An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

VEGETABLE HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL IRON.

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Beware of expensive substitutes, which give a huge profit to the dealers.

Sold everywhere at \$1.50 per bottle.

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[1016]

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TELEPHONE 241.

GENTLEMEN'S OUTFITTERS.

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STIFF

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DOUBLE

CUFF.

FITTED WITH THE NEW COAT SLEEVE.

Thus ensuring the proper setting of the Cuff.

Wm. POWELL, Ltd.

[1077]

NEW ADVERTISEMENTS

NOTICE.

HONGKONG SUBSIDIARY COIN in reasonably small quantities can be obtained by the Public at par on application to the HONGKONG AND SHANGHAI BANKING CORPORATION, Ltd., 10, Des Voeux Road, Hongkong, 5th September, 1916. [1009]

TO LET.

HOUSE, No. 4, Seymour Terrace, from 1st October. Apply to—
P. M. N. DA SILVA,
6, Des Voeux Road, [1008]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, Peak, QUODOWN, No. 111, Praya East, Storage 9.0 tons. Apply—
M. J. D. STEPHENS,
18, Bank Buildings, [1007]

ON SALE.

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, JAS. 1st to JUN. 1916. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.

OFFICES IN HOTEL MANSIONS.

TO LET, from 1st October, 1916, Four Large Connecting ROOMS, on the Third Floor of Hotel Mansions, facing Blake Pier. At present occupied by the COMMERCIAL UNION ASSURANCE COMPANY. For particulars apply to—
MANAGER,
HONGKONG HOTEL, [1000]

NOTICE.

MR. A. L. ALVES has acquired the whole interest of the Firm of **A. GALLOTTI & Co.** and from this day will carry on the same business under the firm style of **A. L. ALVES & Co.** at Victoria Buildings, No. 5, Queen's Road, Hong Kong, 1st September, 1916. [1009]

NOTICE.

I beg to inform the public that I have this day established myself as Watchmaker, Repairer, etc. All work done on the premises and all orders will have my careful attention. **JAMES SIEK**, (late of Chas. J. Gault & Co.), No. 1, D'Aguilar Street, Hongkong, 1st September, 1916. [1000]

NOTICE.

SIEM-SEN & CO., 11, A. STUBBS, C. STRUCKMEIER, R. J. VAN N. N. R. STUTZKE.

ANY persons having Claims against the above who have not already lodged claim with the Liquidators are requested to present same to the Underigned before 30th September, 1916. **ALF. ROSS & Co.**, Liquidators of the above, [1003]

E. E. STORIES.

If you have experienced, or know of, a thrilling adventure in real life, send it to the Editor, "WIDE WORLD MAGAZINE," 30, Southampton St., Strand, London, England. Literary style not essential. Good prices for acceptable material. [1008]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43,713, dated Hongkong, 17th February, 1908, for One Share numbered 9518 Registered in the name of Miss SARAH DUNCAN FIEKE has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th September, 1916, a new Certificate for the Share will be issued and the said Provisional Certificate No. 43,713 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.

Hongkong, 1st September, 1916. [1004]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on **TUESDAY**, the 26th of September, at 11.00 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1916.

The **TR. NSPER BOOKS** of the Company will be CLOSED from the 12th to 26th September, 5th days inclusive. **DOUGLAS LA TIAK & Co.**, General Managers, Hongkong, 4th September, 1916. [1003]



ANY EUROPEAN, Non-Asiatic or Indian desiring to learn the Chinese should apply in writing for permission to do so to the **CHIEF SUPERINTENDENT OF POLICE** at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the **CENTRAL POLICE STATION** between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. 77

FRENCH LESSONS

G. MOUSSEON,
16, MOUSSON HILL ROAD.

1049

HOUSES TO LET

TO LET.

From 1st November next.
FLATS in "EWO MESS," No. 8, THE PEAK. Apply, Property Office, JARDINE, MATHESON & Co., Ltd. [1005]

TO LET.

"FULMER," HART AVENUE, Kowloon, 5-roomed House with Servants' Quarters, &c., from 1st October, 1916. No lounge Rent. Apply to—
A. ABDOLRAHIM,
31, Queen's Road Central. [1006]

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of No. 2, Queen's Building. Apply—
THORESEN & Co. [1009]

TO LET.

GODOWN in Duddell Street. Light and airy. For rent on other particulars apply to—
Care of "Daily Press" Office. [1040]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central (La Tce House Street). Apply to—
WILKINSON & GRIST. [1001]

TO LET.

SMALL GODOWN in PRINCE'S BUILDING. For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE LTD. [1005]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Buildings. Apply to—
SHEWAN, TOMES & Co. [1018]

TO LET.

A HOUSE, in Observatory Villa, Kowloon. Apply to—
ARRATON V. AFCAH & Co.,
14, Des Voeux Road. [1011]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to—
CHINA FIRE INSURANCE Co., Ltd. [1003]

TO LET.

OFFICES in Prince's Building. Apply to—
SHEWAN, TOMES & Co.,
Liquidators, RUTHER, BROOKHOLMAN & Co. [1017]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL. THE COMMODIOUS DWELLING HOUSE with Office, Servants' Quarters, etc. No. 14, SHAMKIN, CANTON, from 1st June, 1916, present in the occupation of the Imperial Russian Consulate. Apply to—
DAVID SASSOON & Co., Ltd. [1016]

TO LET.

OFFICES at 5, Connaught Road. **OFFICES** in King's Buildings. **HOUSE** in CLIFTON GARDENS, 1st and 2nd, WEST END TERRACE, CANTON. Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [1012]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon. **THREE ROOMED-FLATS** in Hampery's Buildings, Kowloon. **FOUR ROOMED-FLATS** in My Road with every modern convenience, including English Baths and Kitchen Range, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors of reasonable rentals. Immediate possession. **FOUR ROOMED HOUSES** in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—
HUMPHREYS ESTATE & FINANCIAL Co., Ltd.,
Alexandra Buildings. [1006]

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INTIMATION

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IN BOTTLES 75 CTS. EACH

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HONGKONG DISPENSARY,

TELEPHONE 916.

14

DEATH.

SEINA.—At Bombay, on the morning of September 4th, **BAI HIRA BAI**, the beloved mother of Mr. S. D. SEINA, of Hongkong, aged 72. Deeply regretted. (By cable.) [1005]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, CANTON OFFICE: 131, FIRST STREET, E.C.

The Daily Press.

HONGKONG, 5th SEPTEMBER 1916.

THE ABORIGINES OF JAPAN.

Who were the aborigines of Japan? Dr. GORDON MUNRO, who may be regarded as the leading authority on Japanese anthropology and archeology, decides in favour of the Ainu, a few descendants of whom still exist in the northernmost part of Japan, but Japanese archeologists do not favour this view, partly, probably, because Japanese tradition describes the land and the people as of supernatural origin, and to give the Japanese the second place would be to throw overboard all the accepted records, belief in which almost amounts to a religion in Japan. According to the Japanese view, the Ainu were the barbarians who had somehow come into the divine land, with which they had otherwise no connection. A third view is that neither the Japanese nor the Ainu were the original inhabitants of Japan, but a mysterious race, which is dimly referred to in ancient Japanese records as "earth spiders," and to whom are attributed some objects which are supposed to be otherwise unaccountable. "Earth spiders" would naturally suggest people who lived in underground dwellings, but there is evidence that both the Japanese and the Ainu were in the habit of so constructing their dwellings, so that the term must have had some special significance. Did it refer to a distinct race, strange to both the Japanese and the Ainu; or did it refer to some portion of one of the two races? Sections of a race have been known to acquire peculiar habits, whether under stress of circumstances or through influence of the environment, and it is therefore possible that the "earth spiders" were Ainu, who, under pressure from the Japanese invaders, had been forced to become something more than mere pit-dwellers. This view is strengthened, if not confirmed, by some discoveries made by Dr.

MUNRO in Southern Japan. In the course of excavations on the site of a former Ainu village, as proved by the pottery, he found a hiding-place cut into a hill, consisting of a complex labyrinth of burrows or tunnels, many of them only just large enough for an adult to crawl through with difficulty. The origin of this labyrinth was not difficult to decide; it was evidently constructed by the Ainu as a hiding-place in case of an attack by the Japanese. When we learn that the term "earth-spiders" may also, and perhaps more correctly, be rendered "earth-hiders," there seems no remaining reason to doubt that under this term were included those Ainu who had recourse to these subterranean hiding-places in the face of attack. From Dr. MUNRO's description of the hiding-place it would not appear that it would hold many people. He speaks of only one small chamber of six feet or so, while the burrows, though long, could hardly be taken as other than entrances to the place of concealment, since their extreme narrowness would preclude the admission of air if occupied by people. It may be, of course, that ventilation holes originally existed, but became filled up in course of time. The discoverer himself found the air so unhealthy after a few minutes' breathing that he was forced to cut ventilation holes, so it is almost certain that such holes existed originally. Even then, however, such a labyrinth—and Dr. MUNRO has since discovered no other of such a size and complexity—would hardly accommodate a very large number of people. We may take it, therefore, that it was constructed as a last effort to withstand the Japanese invasion. This gives eloquent and piteous testimony as to the ruthlessness of the struggle. The "earth-spiders," or "earth-hiders," as a distinct race, are thus disposed of. They were undoubtedly those last remnants of the Ainu race whose retreat northward had been cut off and who were making a desperate effort to avoid extinction. The Ainu would thus seem to have the distinction of being the aborigines of Japan. There is no doubt that they entered Japan from the north, and that they had undisputed possession of the country for a long period of time—a period long enough for them to spread all over the country and to penetrate to the extreme south of Kyushu. Ainu place-names are to be found throughout Japan, although corrupted to sound like Japanese names and duly supplied with Chinese characters. In some cases there would appear to have been a combination of Ainu and Japanese. Thus the first two syllables of "Wakayama," the capital of the province where the first Japanese Emperor is supposed to have landed and founded his capital, are undoubtedly from the Ainu word *akka*, meaning water, the present site of the city having certainly been under water some fifteen hundred years ago. *Tama* means "mountain," if it be taken as Japanese, but here again it is doubtful whether it is not a corruption of an Ainu word. This is but one example of how complete was the Ainu survey of the country, and there are countless others. Even the name of the peerless "Fuji" has been traced by some authorities to an Ainu source. The acceptance of these place-names by the Japanese would seem to show that there was some intercourse between the two races—that the more tractable among the Ainu came within the pale of Japanese civilisation, and that there was intermarriage between the two peoples. The Ainu language seems to have left as little trace on Japanese as Celtic on modern English, but this does not preclude the idea of a mixture of the two races. The Japanese conquerors would capture the Ainu women, since, as invaders, it is probable that the males would predominate in number, and thus force their language upon them, receiving in return only the names for objects which were new to them. If this be the case Ainu blood is stronger in the Japanese than is generally supposed, but, on the other hand, there must be placed the aversion that still exists among the Japanese from intermarriage with another race. Dr. MUNRO is of the opinion that the people in the extreme south of Japan show even more marked traces of Ainu admixture than those in the more central parts, his theory being that the Ainu there were cut off from the north by Japanese settlements and thus had to submit to the invaders. As to the mixed origin of the Japanese race anthropologists have no doubt, but recent discoveries would seem to show that the aborigines played a larger part in the production of the race of modern Japan than was at one time believed.

A mail for Europe via Siberia, closes to-morrow at 10.30 a.m.

The name of the Soongei Rampah Rubber Company has been struck off the Register.

The P. and O. Outward mail steamer *Morca*, with the London mail of the 13th ultimo, arrived at Port Said on the 2nd instant.

A letter has been received in the Colony stating that P.-C. Counts, of the Hongkong Police, has been killed in action in France, and that P.-C. Swann has been wounded.

Fresh from many successes in Manila, "Iron Box," the coloured boxer, arrived in the Colony yesterday. He intends to fix up some contests here, and is very keen on meeting Sapper Richards, R.F., the light-weight champion.

The public will be glad to learn that subsidiary coin in reasonable amounts may be obtained at par at the Hongkong and Shanghai Bank. At the present moment money-changers are charging one-half per cent. premium.

During the week ending September 2nd, one fatal Chinese case of cholera was reported. In the same period there were six cases of enteric fever (one British and the rest Chinese), five of which proved fatal. There was also a fatal Chinese case of small-pox.

O Progresso has published a telegram from Lisbon in which it is stated that Mr. Borjona Freitas, the late Portuguese Consul at Shanghai, has been dismissed from the Diplomatic Service as a consequence of his arbitrary conduct towards certain of his co-nationals in that Settlement.

Apparently the Chinese have not yet learned how to alight from a tramcar. A Chinese woman of about 25 years of age has been sent to the Government Civil Hospital suffering from injuries sustained by falling while attempting to alight from a tramcar when in motion in Des Voeux Road Central. The accident occurred on Sunday.

Mr. R. P. McGregor, second engineer of the Chinese Customs cruiser *Pingchiang*, has been presented with a handsome medalion awarded to him by the Chinese Government for his bravery in saving life in the Huangpu River on May 13th of this year. The presentation was made by Mr. F. S. Unwin (Commissioner of Customs) at Shanghai.

Some people have strange ideas of heaven. A Korean Bible Society colporteur, who had never seen a train before, travelled last autumn from his village to Seoul, to attend a gathering of colporteurs. When he stepped out of the train at Seoul station, and saw the hurrying crowds, the tramways, the motor cars, the electric lights, and the high buildings, he thought that he must have died and that this was heaven, and when a passer-by told him he was only in Seoul, he said he could not think how heaven could be more beautiful and strange. One of the least heavenly of the characteristics of Seoul used to be its aroma, remarks the *London & China Express*.

Even as modern naval gunnery was born on the China Station, so modern machine gun fire was born in Japan. It was the Japanese army in the war with Russia which first demonstrated the capabilities of the machine gun by brigading it into self-contained units in lieu of the independent machine gun usually attached in the proportion of one to each battalion of infantry. It is generally accepted that one well-served machine gun is equal to at least 30 rifle-armed infantrymen, whilst it presents a very much smaller mark than 30 infantrymen, and requires only a tenth—or sometimes less—of that number to work it. The Lewis gun's tremendous rate of fire, and its extreme handiness in action have made machine guns more valuable than ever. It is notorious that recently a handful of desperate Germans held up a whole division of Allies by their use of a machine gun vomiting 600 shots per minute.

TYPHOON WARNINGS.

The following telegrams were received by the American Consulate-General, Hongkong, from the Manila Observatory:

September 2nd, 4 p.m.
Cyclone or typhoon E. of southern Luzon, direction unknown.

September 3rd, 9 a.m.
Cyclone or typhoon E. of northern Luzon, less than 300 miles distant, moving N.W.

September 4th, 10.15 a.m.
Typhoon in about 122 degrees Long. E. and 19 degrees Lat. N., moving W.N.W.

THE TIGER SEE AGAIN.

The tiger which is roving about the Island was seen early on Monday morning by the Hon. Mr. Pollock, K.C., and Mrs. Pollock, from their ship boat, the *Snipe*.

The Hon. Mr. Pollock formed a *Daily Press* representative that soon after 7 a.m. on Sunday the tiger was at anchor in the bay under Mt. Kellett, and immediately opposite to Tree Island, when both Mrs. Pollock and he, as well as the No. 1 boatman, saw a large animal about 300 yards away coming down the hillside between timber road and the sea. The animal stood under some trees for a while and then moved off in a parallel direction as a result of which a good view was obtained of it. The animal passed across an open space flashing its tail, and those of the boat distinctly saw white markings on a tawny background, thus establishing the identity of the animal beyond doubt. The action of the animal also pointed to the fact that it was a tiger. The last Mr. and Mrs. Pollock saw of the tiger was when he disappeared with a bound among some trees below the Dairy Farm shed, outside which some cattle were grazing.

A hunting party has been in search of "stripes" for several nights, but up to the present they have been unable to approach near enough for a shot. However, certain elaborate plans have been laid, and the hunters are quite sanguine, and are confident that they will succeed in "bagging" the tiger—if he decides to remain on the island a few days longer.

CORRESPONDENCE.

A REPUDIATION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I am surprised to learn from your issue of the 2nd instant, under the heading of "Chinese News," that I was reported to have "consigned a large quantity of Bank of Communication notes to some of my followers in the capital with instructions to put these notes into circulation, and that I was sent upon wrecking the financial administration of the Republic." Needless to say, I repudiate the statement, which is absolutely false. It has been the rule of the Bank of Communication to submit a statement to the Board of Finance once every ten days showing the quantity of notes in reserve and also the quantity in circulation, which, I may say, are always verified by the Board. In my opinion, the management of the Bank is perfect and not open to such abuse. It is scandalous to say that I was "sent upon" wrecking the financial administration of the Chinese Republic and that I had consigned a large quantity of notes to Peking, as I have done nothing of the kind, nor had I the least intention of doing so.

Thanking you for the insertion of this letter in your valuable paper.—Yours faithfully,

LIANG SHIH YI.

[We have great pleasure in publishing the above letter. The statement to which exception is taken was reproduced, as we said in the opening sentence, from the vernacular Press.—Ed.]

THE S.S. "WISLEY."

SUCCESSFUL SALVAGE.

The steamer *Wisley*, which was beached at Vulgro Bay over two months ago while on fire, arrived in port on Sunday afternoon in tow of the *David Gillies*. It is now eight weeks since the salvage party with the requisite gear left for the scene of the sunken steamer, and during that period Capt. Jas. Watson and his assistants have been assiduously engaged in the task of refloating the vessel. As a salvage job the undertaking has proved one of the most successful ever accomplished in the Far East, the vessel being 14 feet under water and embedded in mud to a depth of 19 feet. A coffer-dam was constructed, powerful pumps were employed, the vessel was raised to the surface, and after temporary repairs had been effected she was eventually towed into port as stated.

Capt. Watson, who has long held the reputation of being an experienced salvor, is to be commended for the expeditious manner and the skillful method of recovering the *Wisley*, which will go into dock for the necessarily extensive repairs to be undertaken by the Hongkong and Whampoa Dock Company.

INDIAN AFRICAN LINE.

Cargo carried on through Bill of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong 20th September. **PROPOSED SAILING** Consisting with "KATHIAWAR" From Colombo 17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING
From Hongkong S.S. "SALAMIS" ... 30th November.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamer Sails.
LONDON ... "CITY OF NORWICH" ... On 5th Sept

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to—
THE BANK LINE, LTD.,
OR TO RUSS & CO., CANTON
GENERAL AGENTS

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SWATOW and SINGAPORE ... On 5th Sept. 10 A.M.
MANILA, CEBU and ILOILO ... On 5th Sept. 4 P.M.
SHANGHAI ... On 5th Sept. 4 P.M.
HAIKOW, PAKHOI and HAIPHONG ... On 6th Sept. 10 A.M.
SHANGHAI ... On 7th Sept. 4 P.M.
MANILA, CEBU and ILOILO ... On 12th Sept. 4 P.M.
TIENTSIN ... On 13th Sept. 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TADING" and "TEAN." Excellent Saloon accommodation, Electric Fans, Hot and Cold Water, etc. on "TADING" and "TEAN." Extra state-rooms on Deck, aft, on "TADING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "SHANGHAI," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOSHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	SAILING
"HAYTAN"	Capt. J. S. Thomson	TUESDAY, 5th Sept. at 2 P.M.
"HAIKONG"	Capt. J. W. Evans	FRIDAY, 8th Sept. at 2 P.M.
"HAIKONG"	Capt. W. C. Passmore	TUESDAY, 12th Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blue Pier)

For Freight and Passage, apply to—

DOUGLAS LARBAIK & Co.,
General Managers

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
MAITA ...	Sep. 8	"KASHGAR" ...	Oct. 9	Oct. 16
NAMUR ...	Sep. 22	Through Steamer ...	Oct. 26	Nov. 4
SARDINIA ...	Oct. 6	Through Steamer ...	Nov. 9	Nov. 16
NOVAHA ...	Oct. 20	"MONHA" ...	Nov. 19	Nov. 26
NOR ...	Nov. 3	Through Steamer ...	Dec. 6	Dec. 13
NYANZA ...	Nov. 17	"MONGOLIA" ...	Dec. 17	Dec. 24
MAITA ...	Dec. 1	"MALWA" ...	Dec. 31	Jan. 7
NANKIN ...	Dec. 15	Through Steamer ...	Jan. 17	Jan. 26

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS	Leave Hongkong About
SARDINIA ...	THURSDAY, 14th September.
NOVAHA ...	SAUNDAY, 23rd September.
NOR ...	SUNDAY, 8th October.
NYANZA ...	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave H'kong	Leave S'pore	Due at MARSEILLES	Due at LONDON
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED-ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
E. V. D. PARE,
Acting Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	{ IYO MARU Capt. Takano 12,500 { MIYAZAKI MARU Capt. Torabake 10,000	12,500 10,000	THURSDAY, 7th Sept. at Noon. THURSDAY, 21st Sept. at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	{ SADO MARU Capt. Asakawa 12,500 { SHIDZUKA MARU Capt. Numa 12,500	12,500 12,500	TUESDAY, 19th Sept. at 4 P.M. WEDNESDAY, 11th Oct. at Noon.
SYDNEY and MELBOURNE via MANILA, BANGORANG, THURSDAY ISLAND, TOWNVILLE & BRISBANE	{ TANGO MARU Capt. Sojeda 13,500 { NIKKO MARU Capt. Takada 9,600	13,500 9,600	TUESDAY, 12th Sept. at 4 P.M. FRIDAY, 13th Oct. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Tsuda 10,200	10,200	MONDAY, 11th Sept. at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. Ogura 9,000	9,000	TUESDAY, 12th Sept. at Noon.
MOJI & KOBE	BOMBAY MARU Capt. Shinohara 8,000	8,000	SATURDAY, 22nd Sept. at Noon.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Nomura 8,000	8,000	WEDNESDAY, 20th Sept. at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takada 9,600	9,600	SUNDAY, 10th Sept. at Noon.
SHANGHAI, KOBE and YOKOHAMA	FUSHIMI MARU Capt. Iizawa 21,000	21,000	TUESDAY, 5th Sept. at 4 P.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON
STOKINGAWA MARU } Beginning of Oct.
Capt. Shinohara 18,000

For Further Information apply to—
NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 22 and 223.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
ANYO MARU ...	18,000 — 15 knots	WED., 20th Sept. Noon.
PERSIA MARU ...	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.
TENYO MARU ...	22,000—21 knots	WED., 4th Oct., Noon
SHIPPON MARU ...	11,000 — 15 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU ...	22,000—21 knots	WED., 1st Nov., Noon.
SIBERIA MARU ...	18,000 — 13 knots	THURS., 6th Oct., Noon.
KOREA MARU ...	18,000 — 19 knots	TUES., 15th Oct., Noon.

† Via MANILA, Omittung Shanghai.
‡ Proceeding to South American Ports.
§ Omittung Manila, and Shanghai.
FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.
* Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by steamer of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO
THROUGH BY TRANS-ANDAN ROUTE TO BUENOS AIRES.
Steamer Sails
ANYO MARU ... 18,000 — 15 knots ... WEDNESDAY, 20th Sept.
For Full Particulars as to Passage and Freight, apply to—
T. DAIGO, AGENT,
Hong Kong Building. (218)
TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... } PAUL LECAT ... On or about 13th Sept.
MARSEILLES via HAIPHONG, HOUEWARD
TOURANE and SAIGON ... ARMAND BEHIC ... On 7th Sept. at 5 P.M.
(Without Transshipment)

Subject to immediate alteration without notice.

ALL PORTS TO WIRELESS TELEGRAPHY.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

TELEPHONE 740

P. THOMAS, AGENT,
QUEEN'S BUILDING.

O. S. K.
OSAKA SHOSSEN KAISHA.
REGULAR SERVICE, PROPOSED SAILINGS FROM
HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, YOKKAICHI & YOKOHAMA
"PACIFIC MARU" ... FRIDAY, 8th Sept. at 3 P.M.
"MANILA MARU" ... THURSDAY, 14th Sept. at N on.
† Omittung Manila, Shanghai and Nagasaki. * Omittung Manila and Moji

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, AND COLOMBO.
"SAIGON MARU" ... THURSDAY, 28th Sept. at 7 A.M.
"LUZON MARU" ... FRIDAY, 5th Oct. at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, BATAVIA, AND HATAYAI
"SHIBETORO MARU" ... THURSDAY, 5th Sept. at 10 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.
"KAIYO MARU" ... SUNDAY, 10th Sept. at Noon.
"OTTOWA MARU" ... WEDNESDAY, 13th Sept. at 2 P.M.
* Proceeding to Keelung via Swatow and Amoy.
* Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—
H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN ...	18th Sept.	On 4th Oct., 11 A.M.
ST. ALBANS ...	21st Oct.	On 10th Nov., 11 A.M.

All Steamers fitted with wireless pay Telegra.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans & duly qualified Doctor and Stewards are carried. For further particulars, apply to—
GIBB, LIVINGSTON & CO.,
AGENTS

